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LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

BIRTH.

At Ligenol, the Park, on the 26th November, the wife of F. H. Max, of a daughter.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, November 28th, 1900

The course of events in China from day to day shows more clearly that the policy of which Great Britain has been the exponent in China has utterly failed in its object of bringing about any satisfactory settlement of the present insupportable position. In fact, so far from progressing, the situation seems to be daily becoming more insupportable, and the knot which with a little knowledge of the complications could have been unravelled, now needs the sword of an ALEXANDER to undo it. At the beginning, as we have pointed out, there were in China itself the elements of recuperation; the great Viceroy almost without exception were on the side of order, and only waited to be assured of personal protection to throw in their lots with the better disposed Powers. Amongst the Powers themselves there was still a certain amount of common feeling, and a desire to bring about a settlement in the general interest of all. Now all this is practically past, the want of any support to the Viceroys, and the desire, while taking advantage of their acts, to leave them to the tender mercies of the Dowager and her crew on the restoration of a pretended peace, have become too palpable to be ignored, and within the last week or two there are unmistakable signs that slowly but surely, the good wishes of the provincial officials are vanishing, and that where, had we been influenced by an intelligible policy, we could have confidently looked for support, we have now to face a sullen power of opposition. Little by little the crew at Hsinanfu have been putting out their feelers, and finding that we have calmly submitted to the insults intended in each successive "Imperial Edict," have been advancing their claims, as if we, not they, were the fugitives from justice. Unfortunately this foolish complacency on our part has not ended with ourselves, but the very evident intention to patch up a peace at any price has convinced

the Viceroys that it is our deliberate intention, when the time comes, to hand them over tied and bound to the tender mercies of the party who deliberately planned the murder of all who were either foreigners themselves, or had any sympathy with the party of reform in China. Acting with this party is Li HUNG-CHANG, who, it is very well known, bears no good will to either of the Yangtze Viceroys. The fate of CHANG YIN-HWANG, the first victim to the reaction, following within a few days of the disgrace of Li, is an object lesson that neither LI KUN-CHI nor CHANG CHUN-TUNG can afford to disregard; and as we have exhibited no sign of shielding the Viceroys from the vengeance of the reactionaries, we have practically compelled them, however, personally unwilling, to assume a compliance with the ruling policy which at the beginning they were far from feeling. Leaving on one side the mistakes in policy which have brought about this situation, it is equally clear that, from a practical point of view, and looking merely to the military exigencies of the case, we have committed an equally grave mistake. We had, in fact, in our own hands from a military standpoint the means of rendering any defence impossible. We had not very long ago the power to cut off completely all the resources of the fugitive Court; we were in undisputed possession of the great waterway from east to west, and were in a position to cut off all supplies of men and funds, not to mention food-supplies, which we now know to be going to Hsinanfu in large quantities; yet in the face of these facts we have made no attempt to utilise the commanding position which this gave us. It was not to be expected that seeing the embarrassing nature of the negotiations in which we permitted ourselves to be entangled, the Viceroys were themselves going to point out, to their own possible ruin, a course which was evident to any thinking man; and we unfortunately listened to the interested suggestions of such polluted sources as the Chinese Legations in London and Washington. If it be true that the Chinese Bannerman who represented China at Paris, and the Emperor himself, in his touching appeal to the foreign Powers, have both disclaimed their coincidence in this policy, it throws a lurid light on the whole course of our negotiations. No one with sufficient knowledge of the character of the men into whose hands the conduct of affairs has fallen can plead ignorance of their reactionary intentions. No real reply has been given to the charges of Dr. Morrison against the heads of the Legations in England and the United States; and yet in the face of these grave charges we permit the very men arraigned to be our guides and advisers.

No cases of communicable disease were notified as occurring in the colony last week.

Old fresh plague case and one death were reported during the 24 hours ending at noon yesterday.

H. M. S. Terrible has left Weihaiwei for Yokohama. Both officers and men will probably appreciate the change after their long stay at Weihaiwei.

The Mother Superior of the Italian Convent begs to acknowledge the receipt from Mr. D. Gillies of \$25 and from Messrs. J. D. Humphreys and Son of \$25.

It is said that the object of the departure of Mr. Favier, Bishop of Peking, for Rome this month is to report to the Pope upon the recent occurrences in North China, so far as they affect the position of the Roman Catholic missions and their converts in that part of the Empire.

At the annual meeting of the Preceptory and Priory held last night Sir Knight G. J. B. Sayer was installed as Eminent Preceptor by Past Preceptor Sir Knight G. C. Anderson. The Eminent Preceptor then appointed and invested his officers as follows:—1st Constable, Sir Knights W. Farmer, 2nd Constable, J. Lochead; Chaplain, C. A. Watkins; Treasurer, B. B. Barker; Registrar, E. Ralphs; Marshal, J. J. Bryan; Captain of the Guard, J. W. Graham; Almoner, E. C. Wilks; Herald, J. L. Douglas; 1st Standard Bearer, J. F. Lomax; 2nd Standard Bearer, G. H. Morris; Organist, E. W. Hall; Guard, J. Maxwell.

The Hongkong Amateur Dramatic Club gave a second performance of "Our Flat" on Monday evening, before a crowded house; amongst those present being H. E. Sir Henry Blake, G.C.M.G., and H. E. Major-General Gascoigne, C.M.G., and Mrs. Gascoigne. The performance was most successful, and on the whole was an improvement on that of the opening night, the performers being naturally more familiar with their parts, and showing greater confidence. Mrs. Bagnall Wild and Mrs. Clarke were again exceedingly good, the latter never failing in provoking the laughter of the house. Mr. Bagnall Wild and Mr. C. H. F. Hay again earned well-deserved applause for their clever and consistent acting, and the minor characters were all ably portrayed. At the close of the performance a bouquet was presented to Mrs. Bagnall Wild. The Band of the Royal Welch Fusiliers were present, by permission, and rendered the following programmes:—Overture, "Silver Cross," "Herman's selection," "London night by night," "Bonheur," selection "Shop Girl," "Jones," "March," "Regatta," "Daring." A third performance, in aid of the Italian Convent, will be given on the 3rd proximo, and a large audience will no doubt be present.

The Chinese silver now in the care of the American Government—some \$275,000 in amount—was taken by the American marines at the capture of Tientsin. Congress will decide what will be done with it. In the meantime it is being treated as a trust fund, the Government regarding itself as custodian.

The troopship *Indiana* ran ashore on hard and fast ground on the 7th inst. on the Island of Poilolo, off the East coast of Luzon. No loss of life is reported, and the damage to the ship is unknown. There was on board one company of the 1st Infantry, who, with the crew, are all saved, and assistance has been sent down from Manila to assist her.

We have received copies of a remarkable Circular in connection with the Chinese Emergency (for all the ecclesiastics in the world), published at Tokyo on behalf of the representatives of the Great Japan Buddhist Union and signed by the heads of six sects. The wording of the pamphlet is at times somewhat quaint, but there is much sound sense in the arguments, addressed particularly to over-anxious proselytisers in China.

It will be remembered that some little time ago a number of the Portuguese at Shanghai expressed their desire to form a company of volunteers to be attached to the local corps. The idea was vetoed by a few of the consuls, and much indignation was expressed among the Portuguese community at the action taken by the Council in regard thereto. The latest from the Model Settlement to that effect all the trouble and argument only sixty men have expressed their desire to join, and at a meeting of the leaders held recently, it was suggested that the officer who was sent from Macao to drill them be recalled.

The British telegraph steamer *Sheward Osborn*, the Danish boat *Nordiske*, and the German vessel *Podolski*, are employed in laying the cable between Kiaochow and Shanghai. The latter vessel will take the cable from Kiaochow to Shweishan, the *Osborn* will then splice it and convey it in lighters to Block House Island, where the *Nordiske* will fasten on and run out the cable to Woosung. Here it will come on to Shanghai overhead along this existing line and will take off at the German Post Office in Kiang Road. The *Glenferry* has brought out part of the cable. Later on, another cable will connect Kiaochow and Chiofo.

In consequence of pre-emptory orders received from the German Government, the Commission which for the past few months has been shipping Californian horses and supplies at San Francisco for the German troops in China has left the state for Europe. This step has been taken, a San Francisco paper says, as an indication that Germany's policy in the Orient has been altered in the direction of peace. Of the large number of horses purchased by the Commission only part have been shipped, and 1,160 were ready for shipment when the closing instructions were received. The transports *Frankfort* and *Verona* have consequently been sent across the Pacific in ballast, and will, according to present arrangements, convey relief and time-expired men, &c., to San Francisco early in the new year. It is believed, the *Chronicle* says, in some quarters that this change in the operations of the German Government has behind it a material modification of its belittled attitude toward the Chinese. Since the political horizon in the Orient has been partly cleared, the extensive operations which the German Government had in contemplation appear to be unnecessary.

Mr. Chantrey Ingham, formerly of Hongkong and now representative in London of the Russo-Chinese Bank, writes to the following effect in the *Times* of the 26th ult.:—Your issue of the 13th inst. contains a telegram through Bantor's Agency via Berlin to the following effect:—"The Chinese Customs Bank, which is entrusted with the foreign loan service, is stated to have remitted the sum of 300,000 taels to the Imperial Court at Si-ngan-fu. It is added that the bank intends sending further remittances." The news excited no small comment at the time in view of its importance to all holders of China bonds; for, put bluntly, the telegram meant no less than that the money which was earmarked for the payment of the coupons of China's foreign debt was being "commandeered" by the Chinese Government for its own use, whilst the employment of it might not unreasonably be expected to prolong China's present hostile attitude towards the foreign Powers. As a matter of fact, however, the above contemplated action of the Chinese authorities has been successfully frustrated—with the exception of the first shipment of 300,000 taels—by the prompt and energetic protest of this bank's manager in Shanghai, and the effort to direct the Imperial Maritime Customs revenue into the coffers of the Central Government (an act which, if allowed, might have gone on indefinitely) has thus been stopped at the outset, whilst the Consular representatives of the Powers are all pelt on the *qui vive* to prevent any such further attempt in future. I feel sure that the above information will be welcome to many of your readers, whilst, at the same time, my letter will serve to correct the fantastic and unjustifiable interpretation given to the bank's action by one of your contemporaries special correspondent. To the mind of any business man our bank's successful protest, as agent for the collection of the next dividend due from the Chinese Government on her foreign debt, will be perfectly intelligible. It is difficult, in fact, to see how any manager worthy of his post could have acted differently. The absurd use of the incident to endeavour to damage the bank's good name, and, at the same time, to flagrantly insult a foreign Power, has met with universal condemnation in the City.

Dr. J. Kirk now acts as Colonial Surgeon-Resident at Singapore.

Earl Beauchamp, the Governor of New South Wales, has left Queensland for New Guinea, en route for Hongkong.

An entirely new yacht is to be built in the States to defend the America Cup against Sir Thomas Lipton's new boat. It will be built and handled by a syndicate, but no names are yet revealed.

The *Malay Mail* hears that the total tin output in Pahang this year will probably be about five times that sent out last year, while the ore exported into Selangor, and therefore paying duty at Baux, will probably amount to quite ten times the quantity so exported in 1899.

The Prince of Wales has sold his well-known yacht the *Britannia*, which was built for him in 1893. The purchaser, Sir Richard H. Williams-Bulkeley, commodore of the Royal Anglessey Yacht Club, has taken the boat over and will have her converted into a ketch.

The Government of Netherlands India has declared Singapore to be an infected port owing to the existence of cholera in that Settlement. In connection with this action the Straits Settlement Government considers it desirable to state that the first case of cholera occurred on the 1st inst. in the Lunatic Asylum and that since then (up to the 17th inst.) 27 cases in all occurred, thirteen in the Lunatic Asylum, and five in the town of Singapore. Palo Brani has been put in quarantine owing to the occurrence of several cases.

Why is it that post-offices (or at least British post-offices) throughout the world are particularly made the home of "red-tape," delay, and circumlocution? A correspondent, writing to the *Times* last month, says:—A letter from Bloomfontein was addressed to me stamped with a 1d. stamp on which I was surcharged 3d.; an inquiry addressed to the secretary of the Post Office produced a visit from an official who informed me that the Orange River Colony is not a British colony. I inquired whether it is a foreign country or what its position is, but to this he was not officially prepared to reply. I mentioned that the annexation took place some months ago, and naturally expressed surprise that the rate of postage remained unaltered. He answered with dignity that the Post Office "could not make these alterations in a day," meaning, I presume, bringing the postal charges into line with those of the Cape and Natal—namely, 1d. per half ounce.

The *San Francisco Chronicle* last month complained that a Democratic contemporary was trying to reintroduce upon the political stage an old ghost—that of Chinese immigration. The Democratic journal speaks of 80,000 full-blood Chinese and an enormous number of half-bloods and seeks to alarm the people with the idea that all the Chinese in the Philippines will forthwith pack their grips and flock to the United States. There is not the slightest danger of anything of the kind, says the *Chronicle*. When the Philippines become fully incorporated prices of labour and commodities will be the same as prices in the States. It is certain that in the development of the resources of the islands there will be an enormously increased demand for labour, and it is stated that about the only really reliable labour to be had there is the Chinese. It is impossible to imagine why they should wish to leave a country where they are needed at high wages, and their bones, when they die, are within easy reach of the sacred soil of the Flowery Kingdom, and where they virtually control the labour market, and come across the ocean to some other country, where they are not wanted, and where the competition of labour is ten times more severe. The Chinese in the Philippines will not come here, for they can do better where they are, the *Chronicle* concludes.

The Ceylon Government, in view of the municipal scandals raised by Mr. White, the Mayor and Chairman of the Municipal Council at Colombo, has appointed Mr. Ellis Government agent, Western province, to take up Mr. White's duties for the next three months. In a letter communicating this change to Mr. White the Colonial Secretary says: "His Excellency (the Governor) had no reason to believe that you were dissatisfied or had any serious fault to find with the administration of Municipal affairs until the beginning of September, when there appeared in the newspapers notices of certain questions to be put by you, at an approaching meeting of the Council, to Mr. Charles Perera, Councillor for the Maradana ward. These questions, which suggested that Mr. Perera had unduly arrogated to himself authority over the officials of the Health Department, were not put, but at the meeting of the Council on 14th September Mr. Perera made a personal explanation to the effect that the authority, to which you appeared to take exception, had been delegated to him by your predecessor in the chair, and had been exercised at his wish. Apparently you were satisfied with this explanation and the matter was allowed to drop. This being the state of the case, His Excellency read, with some surprise, in the newspapers of 21st September, a memorandum by you in the unusual and not very appropriate form of questions and answers by yourself, containing serious reflections on the management of the Health Department. This was followed by other memoranda, published on 25th and 29th September, emphasising these charges. These memoranda, to which an exaggerated interpretation appears to have been attached by the public, raised much controversy and excitement, and there followed a practically unanimous demand by the Press, on behalf of the ratepayers, for the appointment of a commission of enquiry into the grave scandals which were assumed to have been exposed by you."

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 27th November, 7.30 p.m.

PROPOSED ARREST OF PRINCE TUAN.

It is reported that fifty of the Palace Guards have gone to Ningsia to arrest Prince Tuan, who is collecting a body-guard of Mongol princes.

SERIOUS AFFAIRS AT SHANGHAI.

Serious affairs took place here last night being caused by some French soldiers who drew their bayonets. A Sikh policeman was badly stabbed in the stomach.

LONDON, 26th November, 7.45 p.m.

LARGE RUSSIAN NAVAL REINFORCEMENTS FOR CHINESE WATERS.

A Kiel despatch states that two Russian torpedo-boats, two battleships, and an armoured cruiser, now in the North Sea, are proceeding to China. A division, consisting of torpedo-boat destroyers, will leave in December.

GENERAL NEWS.

LONDON, 26th November, 7.45 p.m.

PRESIDENT MCKINLEY ON U.S. POLICY.

President McKinley, speaking at Philadelphia, claimed that the presidential elections had completely endorsed the past policy of the Administration. The future policy of the United States would be on the same lines. The Republican party, he stated, had no tendency toward Imperialism.

REUTERS'S SERVICE.

LONDON, 26th November.

MR. KRUGER'S RECEPTION IN PARIS.

Mr. Kruger was received in Paris like a popular foreign Sovereign. Impassioned addresses demanding freedom and justice and deploring oppressors were presented to him. Mr. Kruger replied in a similar strain and said he looks to the nations to secure the independence of the Republics. He spoke through densely thronged streets, wild with enthusiasm everywhere. M. Loubet received him with ceremony and afterwards visited him at his hotel. Great precautions were taken to prevent an anti-English outbreak and the British Embassy was guarded. THE UNITED STATES AND CHINA.

The United States have addressed a circular to the Powers suggesting that less extreme measures in regard to punishment and indemnities be taken as a basis of negotiations.

THE ILLNESS OF THE TSAR.

The Tsar is progressing satisfactorily, although his temperature rose on Saturday afternoon to 103°.

LOCAL MOVEMENTS.

The German transport *Batavia* arrived on Monday night from Vladivostok, with 2,300 Russian troops on board.

The British transport *Utile* arrived yesterday from Shanghai.

The French gunboat *Comete* arrived yesterday from Swatow.

The British cruiser *Erasmus* returned from a cruise yesterday.

ROYAL HONGKONG YACHT CLUB.

The races for the Commodore's Cups will be sailed as follows:—

Date.	Course.
Dec. 1st. Rock 1 mile S.W. of Coweichow Post.	Starboard.
Dec. 15th.	Starboard.
Start at 2 p.m. No time limit for finishing.	
The yachts will all sail together, but will be classed in three divisions, viz. The first or 24-hr. class, the second or handicap, and the cruising-class. There will be three prizes, two cups and a small third prize, one prize only to go to each class.	

Prize.	Handicap.
Prize 1st.	scratch, allow
Prize 2nd.	1 minute
Prize 3rd.	2 minutes
Prize 4th.	3 minutes
Prize 5th.	4 minutes
Prize 6th.	5 minutes
Prize 7th.	6 minutes
Prize 8th.	7 minutes
Prize 9th.	8 minutes
Prize 10th.	9 minutes
Prize 11th.	10 minutes
Prize 12th.	11 minutes
Prize 13th.	12 minutes
Prize 14th.	13 minutes
Prize 15th.	14 minutes
Prize 16th.	15 minutes
Prize 17th.	16 minutes
Prize 18th.	17 minutes
Prize 19th.	18 minutes
Prize 20th.	19 minutes

LATEST STEAMER MOVEMENTS.

The C. P. R. steamer *Empress of India* arrived at Nagasaki at 8.30 a.m. on Monday, the 28th inst., and left again at 5 p.m. same day for Kobe, where she was due to arrive at 10 p.m. yesterday evening.

The N. F. steamer *Energia* arrived at Tacoma from Japan and Hongkong on the 25th inst.

The F. and O. steamer *Japan* left Singapore for this port on the 27th inst. at 2 p.m.

SWATOW.

[FROM OUR CORRESPONDENT.]

Swatow, 24th November.

MISCHIEVOUS FRENCH ACTION.

The French gunboat *Comete* arrived here from Canton on the 13th instant and after two days' stay left for Tchia Na, a great trading place to the north of Swatow. The *Comete* returned from there on the 23rd inst., and the particulars of her doings along the coast which have reached me may interest the readers of your paper, who will see for themselves how the French are taking things in their own hands, without awaiting the approaching conclusion of peace. Since the last disturbances here one of the local French priests was appointed to represent France as Consul at Chow-chow, the seat of the Taotai's Yamen. The new Consul accompanied the *Comete* on her cruise along the coast, and on arrival at Tchia Na a force of marines was landed, who in company with the Commander and the Consul went to interview the local Chinghai and enquired from him why he did not prevent the demolishing of three houses which had taken place a long time ago. The Chinghai, being in his present office only a short while, pleaded ignorance as to the demolition of the houses. The Commander would on no account listen to the explanations, but intimated to him that he would have to pay \$8,000 to make good the loss sustained. I may mention that the houses, the property of converts, were destroyed by rowdies, while the payment of \$8,000 is to come from the villagers.

In the meantime the French appropriated cattle, fowls and vegetables from the inhabitants, or, as the Boers say, commandeered all these things for their own use on board the *Comete*. Undoubtedly a cheap way of provisioning a man-of-war!

ANOTHER INSTANCE.

In a village called Long Tchin To, close to Ungkong, three Roman Catholic convert families were robbed by the rowdies, and in consequence the villagers had to pay \$800 compensation to the French. Not satisfied with this the French ordered the villagers to burn three houses, to which the Chinese, yielding to force majeure, agreed, but so far they have not put their promise into actual execution. You can see, nevertheless, in what way the French are meeting out justice!

SCARING AN OFFICIAL.

From the above-mentioned village the *Comete* proceeded to Ungkong, where they were received by the Niu Ping Sheng, specially sent down by the Taotai for the purpose. The French again demanded \$8,000 for the damages caused by rowdies in the late disturbances, and threatened to burn down a certain number of houses which were pointed out to them by the native converts and subsequently marked by the French, if the villagers refused to satisfy their demands. The ultimate result was that the Chinese promised to pay the \$8,000. During the interview with the Niu Ping Sheng the Commander of the *Comete* drew his sword out of the scabbard and struck the table heavily with it to accompany, I suppose, his words with a certain amount of severity. By his action the Commander gave the Niu Ping Sheng such a dreadful scare that he declared out during the night and fled into the country, thereby breaking off all further transactions.

At Ungkong the French also arrested four Chinese and had them taken on board the *Comete*. At the time of writing I could not ascertain if the said Chinese had been liberated yet.

Owing to the above described high-handed action of the French, innumerable people left Ungkong and the surrounding villages, and cleared off into the interior. What this affair will lead to cannot at present be known.

THE SITUATION.

here and in the outlying districts is perfectly quiet, but if the French continue their mode of proceeding as they have done around here on two occasions I shouldn't wonder if the expected rebellion in the south actually breaks out.

has been in our part for the past 40 days and is expected to leave for the North in two days' time. S. M. S. *Sas* arrived here on the 22nd to replace the *Diadem*.

H. I. M. S. *Isis* called on the 18th instant and remained here for two days. She brought the Japanese Vice-Consul down from Amoy, and he proceeded to Chouchow to pay his call on the Taotai. It was rumoured that the Japanese tried to get a concession here, but did not succeed, as the Taotai gently reminded them that it is at present impossible to give any concessions away.

OTHER NEWS.

The British Consul, Mr. Scott, with his family, has arrived here and has taken over charge of the British Consulate.

Trade is generally reviving and assuming its former propensities.

The weather is at present cool and bracing.

HONGKONG POLO CLUB.

Weather permitting, the final match of the Lewis Polo Tournament will really take place to-day (Wednesday), commencing at 4.15 p.m.

The following are the teams:—
Lt. Comdr. Wilkin Major Littlewell
Mr. Williams Mr. Mulliken
Mr. Stockwell Mr. Labretouche
Capt. de Hon. H.W. Capt. Taylor

By kind permission of Lt. Col. Baillie and officers 22nd Bombay Infantry, the band of the Regiment will attend.

FOOTBALL.

A match will be played between H.K.F.C. 2nd XI and C. Co. B.W.F. to-day, Wednesday, at 4.15 p.m. The following will play for the Club:—Backs—C. H. P. Hay and H. Pinckney; Halves—C. T. Kow, E. S. Holmes and A. Porter; Forwards—A. F. Williamson, T. Yule, A. C. J. Stevens, R. E. Browne, R. E. Caulfield, R. E. and a goal-keeper.

THE
DEUTSCH-ASIATISCHE BANK.
PAID-UP CAPITAL Sh. Tael's 5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsingtau (Kiautschau)
LONDON BANKERS:
Messrs. N. M. Rothschild & Sons

UNION BANK OF LONDON, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENT
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Accounts
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

Banking and Exchange business transacted.
H. SCHOTTLAENDER,
Acting Manager
Hongkong, 8th February, 1900. [4]

IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF THE
12TH NOVEMBER, 1896.
SUBSCRIBED CAPITAL—Shanghai Tls. 5,000,000
PAID-UP CAPITAL " " " 2,500,000
HEAD OFFICE—SHANGHAI.
BRANCHES AND AGENCIES.
Canton Hankow
Chowhai

Oneeow	Pering.
Chinkiang	Penang
Chungkiang	Singapore
Foochow	Swatow
Tientsin.	

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bill Discounted.
INTEREST ALLOWED ON DEPOSITS
At 2% per annum on Current Account daily balances.
3% per annum on Fixed Deposits for 3 months.

Hongkong, 2nd February, 1900.

E. W. RUTTER,
Acting Manager.

[3]

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA

INCORPORATED BY ROYAL CHARTER, 1855.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP.....£900,000

RESERVE LIABILITY OF SHAREHOLDERS	£300,00
RESERVE FUND	£525,00

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances

On Fixed Deposits for 12 months 4 per cent
 " " " 6 " 3 1/2 " "
 " " " 3 " 2 1/2 " "
T. P. COCHRANE,
 p. Manager, Hongkong
 Hongkong 15th October 1900

THE
YOKOHAMA SPECIE BANK
LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen	24,000,000
CAPITAL PAID-UP	18,000,000
CAPITAL UNCALLED	6,000,000
RESERVE FUND	8,130,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokio	Kobe	Nagasaki
London	Lyons	New York
San Francisco	Honolulu	Bombay
Shanghai	Tientsin	Nowchwang

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LIMITED

PARIS BANK, LIMITED.

THE UNION BANK OF LONDON, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent
per annum on the daily balance.
On fixed deposits for 12 months 5% per annum
" " " " 6 " 4 " "
" " " " 3 " 3 " "

TARO HODSUMI,
Manager.

Hongkong, 21st November, 1900. (758)

AUTOMATIC MAUSER
PISTOLS

PISTOLS.
CALIBRE 7.63 m.m.
 With CHAMBER for 10 CARTRIDGES.
 FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
 Hongkong, 3rd October, 1900. [2809]

LEMP'S BEER

BECK'S BEER.

AMERICA'S FAMOUS LIGHT BEER.

SOLE AGENTS for Hongkong, China and
Philippine Islands—
ATAA TOON V. APCAR & CO.

Hongkong, 11th July, 1960. [1932]

NEW GOODS.
PLENTY
IN
CURIOS.

HAND.

JAPANESE

D. NOMA,
12, Beaconsfield Arcade,
Opposite the City Hall,
Hankow.

Hongkong, 27th April, 1900. [2498]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG	DEPT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	CANTON	Brit. str.	—	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 30th inst. at Noon.
LONDON, via PORTS OF CALL	SORBAON	Brit. str.	—	L. M. Whimber, R.N.R.	P. & O. S. N. Co.	On 8th Dec. at Noon.
LONDON via SUEZ CANAL	ANTENOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 11th Dec.
LONDON via SUEZ CANAL	ACHILLES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 25th Dec.
LIVERPOOL DIRECT	PIYERHUS	Brit. str.	—	Tillotson	BUTTERFIELD & SWIRE	On 1st Dec.
BREMEN, via PORTS OF CALL	STUTTGART	Brit. str.	—	P. Groesch	MELCHERS & CO.	On 1st Dec.
MASSILLLES, LONDON & ANTWERP, V. S'PORE, &c.	AWA MARU	Brit. str.	—	N. Tognat	NIPPON YUSEN KAISHA	On 30th inst. at Daylight.
MASSILLLES, LONDON & ANTWERP, V. S'PORE, &c.	INABA MARU	Brit. str.	—	Poydenot	MESSAGERIES MARITIMES	On 3rd Dec. at 1 P.M.
MASSILLLES, LONDON & ANTWERP, V. S'PORE, &c.	AMERICA	Brit. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 14th Dec. at Daylight.
HAVRE & HAMBURG	ARAGONIA	Brit. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 8th Dec.
HAVRE & HAMBURG	WITTENBERG	Brit. str.	—	Forst	CARLOWITZ & CO.	On or about 20th Dec.
HAVRE & HAMBURG	SAMBIA	Brit. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th Dec.
HAVRE & HAMBURG	HOLSATIA	Brit. str.	—	Schmidt	CARLOWITZ & CO.	On or about 8th Jan.
NEW YORK via SUEZ CANAL	WILLOLEN	Brit. str.	—	Bakke	CARLOWITZ & CO.	On or about 20th Jan.
NEW YORK via SUEZ CANAL	GLORANTINE	Brit. str.	—	E. G. Warner	DODWELL & CO. LIMITED	To-morrow.
NEW YORK via SUEZ CANAL	DEVONSHIRE	Brit. str.	—	Hansen	MCGREGOR BROS. & GOW	On 12th Dec.
NEW YORK via SUEZ CANAL	VERONA	Brit. str.	—	Hansen	CARLOWITZ & CO.	On or about 20th Dec.
VANCOUVER, via SHANGHAI, &c.	R. MORROW	Brit. str.	—	H. Pybus, R.N.R.	ARNHOLD, KARBBERG & CO.	On or about 20th Dec.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	A. Dixon	CANADIAN PACIFIC R. CO.	On 1st Dec.
PORTLAND, OREGON, via JAPAN	TACOMA	Brit. str.	—	A. Dixon	DODWELL & CO. LIMITED	On or about 30th inst.
PORTLAND, OREGON, via JAPAN	EVIA	Brit. str.	—	Petersen	T. M. STEVENS & CO.	On or about 1st Dec.
SAN FRANCISCO via SHANGHAI, &c.	CITY OF PEKING	Brit. str.	—	Petersen	ARNHOLD, KARBBERG & CO.	On 4th Dec. at Noon.
SAN FRANCISCO via SHANGHAI, &c.	GALIC	Brit. str.	—	Petersen	PACIFIC MAIL S. S. CO.	On 11th Dec. at Noon.
SAN FRANCISCO via SHANGHAI, &c.	HONGKONG MARU	Brit. str.	—	Petersen	U. & O. S. S. CO.	On 18th Dec. at Noon.
AUSTRALIAN PORTS	CARLISLE CITY	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th Dec.
GERMAN COLONIAL & AUSTRALIAN PORTS	CHINGTUI	Brit. str.	—	St. John George	BUTTERFIELD & SWIRE	On 14th Dec. at Daylight.
VLADIVOSTOCK	AILIE	Brit. str.	—	Kreis	GIDE, LIVINGSTON & CO.	On or about 28th Dec.
KOBE & YOKOHAMA	MUNCHEN	Brit. str.	—	Benjamin	MELCHERS & CO.	On or about 28th inst.
KOBE & YOKOHAMA	WAKABA MARU	Brit. str.	—	J. B. Macmillan	NIPPON YUSEN KAISHA	On 7th Dec. at Daylight.
KOBE & YOKOHAMA	KANAGAWA MARU	Brit. str.	—	J. B. Macmillan	NIPPON YUSEN KAISHA	On 21st Dec. at Daylight.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Brit. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 21st Dec. at Noon.
WEIHAIWEI	TAIWAN	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	On 4th Dec. at Noon.
SHANGHAI	TAIWAN	Brit. str.	—	Harder	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	TAIWAN	Brit. str.	—	Pearce	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI	LYEEMOON	Brit. str.	—	G. Heugmann	SIEMSEN & CO.	To-morrow, at 4 P.M.
SHANGHAI	OCEAN	Brit. str.	—	G. K. Wright	MESSAGERIES MARITIMES	On or about 2nd Dec.
SHANGHAI	JAPAN	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	On or about 4th Dec.
SHANGHAI	BENGAL	Brit. str.	—	Robson	P. & O. S. N. Co.	On or about 8th Dec.
SHANGHAI	THALES	Brit. str.	—	S. Asumi	DOUGLAS LAFRAIK & CO.	On 12th Dec. at Daylight.
SHANGHAI	ANPING MARU	Brit. str.	—	K. Hasegawa	MISSUI BUSSAN KAISHA	On 2nd Dec. at Daylight.
SHANGHAI	TAMU MARU	Brit. str.	—	K. Suzuki	MISSUI BUSSAN KAISHA	On 5th Dec.
SHANGHAI	AKASHI MARU	Brit. str.	—	A. Ramsey	SHEWAN, TOMES & CO.	To-morrow, at 5 P.M.
SHANGHAI	DAMANT	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 3rd Dec. at 4 P.M.
SHANGHAI	SUNGKIANG	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th Dec. at 4 P.M.
SHANGHAI	CHINGTUI	Brit. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 12th Dec. at Noon.
BOMBAY, via SINGAPORE & COLOMBO	HIROSHIMA MARU	Brit. str.	—	J. G. Olfant	DAVID SASSOON, SONS & CO.	To-morrow, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	—	T. Bassevich	SANDER, WIELER & CO.	On 6th Dec. P.M.
SINGAPORE & BOMBAY	MARIA TERESA	Aus. str.	—			

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 18th Dec. 1900.
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 18th Jan. 1901.
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 13th Feb. 1901.

THE magnificent TWIN SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leaves daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL KATES (First class only) granted to "Missionaries," Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Paddar's Street.

Hongkong, 22nd November, 1900.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	WEDNESDAY	SAILING DATES
STUTTGART	WEDNESDAY	28th November
KONIG ALBERT	WEDNESDAY	12th December
PRINZ HEINRICH	WEDNESDAY	26th December
PRINZESS IRENE	WEDNESDAY	9th January, 1901
PREUSSEN	WEDNESDAY	23rd January, 1901
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	6th February, 1901
SACHSEN	WEDNESDAY	20th February, 1901
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	6th March, 1901
BAYERN	WEDNESDAY	20th March, 1901
STUTTGART	WEDNESDAY	3rd April, 1901
KONIG ALBERT	WEDNESDAY	17th April, 1901
PRINZ HEINRICH	WEDNESDAY	1st May, 1901
PRINZESS IRENE	WEDNESDAY	15th May, 1901

ON WEDNESDAY, the 28th day of November, 1900, at Noon, the Steamship "STUTTGART" of the Norddeutscher Lloyd, Captain P. Groesch, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on Monday, the 26th November. Cargo and Specie will be received on Board until 5 P.M. on Tuesday, the 27th November, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 27th November. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewards. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 15th November, 1900.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI.

INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
TACOMA	2811	A. Dixon	December 1
BEARHAWK	3601	W. Wall	December 6
GOODWIN	4421	A. Jackson	December 12
DUKE OF FIFE	3621	J. E. Cox	December 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the "PACIFIC COAST" and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £52.
Excellent accommodation. First class Table, Doctor and Stewards carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
HONGKONG to NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA and TACOMA, £35.
The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DREA and ST. MICHAEL.

Rates of Passage to other Points on Application.
A special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to

DODWELL & CO. LIMITED,

General Agents.

Hongkong, 24th November, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON (via SUEZ CANAL).

THE Company's Steamship

"ANTENOR,"

Captain Jackson, will be despatched as above

on TUESDAY, the 11th December.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 5th November, 1900.

[2806]

Hongkong, 4th August, 1897.

SHIPPING.

ARRIVALS.
Nov. 26, BATAVIA, German transport, 7,099, H. Slagin, Vladivostok 20th Nov., 2,300 Russian Troops.
Nov. 26, HILLOLEN, British str., 2,501, S. Palford, Amoy 25th November, General.—DODWELL & CO. LIMITED.
Nov. 27, LYEEMOON, German steamer, 1,236, Heuermann, Canton 26th November, General.—SIEMSEN & CO.
Nov. 27, CANTON, British str., 1,110, Lawrence, Canton 26th Nov., General.—JARDINE, Matheson & Co.
Nov. 27, COMETE, French gunboat, 325, Louet, Swatow 26th November.
Nov. 27, UMTA, British transport, 5,365, Harrington, Sanhaikwan 16th Nov. and Weihaiwei 21st.
Nov. 27, PROGRESS, German str., 687, Brandt, Quinhon 20th Nov. and Tourn 23rd, Rice.—SIEMSEN & CO.
Nov. 27, ENDYMION, British cruiser, from a cruise.

CLEARANCES.

At the Harbour Master's Office.
27th November.
Sabine Rickmers, British str., for Haiphong.
Amping Mars, Japanese str., for Swatow.
Hailan, French str., for Hoihow.
Jacob Diederichsen, German str., for Haiphong.
Dunov, Austrian str., for Chemanous.

DEPARTURES.

Nov. 27, AJAX, British str., for Shanghai.
Nov. 27, SIERRA MIRANDA, British ship, for Royal Road.
Nov. 27, YUENSANG, British str., for Manila.
Nov. 27, BEBUBIC, British str., for Sydney.

VESSELS IN DOCK.

ABERDEEN DOCK.—Benj. Sewall, Dunav.
KOWLOON DOCK.—Tartar, Zafiro, Clara, Sandakan, Formosa, Gellon.
COSMOPOLITAN DOCK.—Tacoma, Breconshire.

VESSELS ON THE BERTH

FOR VLADIVOSTOCK.

THE Steamship
"GERMANIA,"
Captain Bendixen, will be despatched as above on or about the 28th instant.
For Freight, apply to
EAST ASIATIC TRADING Co. Ltd.,
Agents.
Hongkong, 22nd November, 1900. [2952]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship
"HANGCHOW,"
Captain Pearce, will be despatched as above TO-MORROW, the 29th inst. at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th November, 1900. [2947]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship
"TAIWAN,"
Captain Holder, will be despatched as above TO-MORROW, the 29th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th November, 1900. [2951]

FOR NEW YORK via SUEZ CANAL.

THE Steamship
"HILLOLEN,"
will be despatched for the above port TO-MORROW, the 29th inst. and will be followed by the Steamship
"HUDSON,"
about the end of December, and the Steamship
"POLAR ST. JERENEN,"
about the middle of January, 1901.
For Freight, apply to
DODWELL & CO. LD.,
Agents.
Hongkong, 28th November, 1900. [2410]

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship
"CATHERINE APCAR,"
Captain J. G. Olfant, will be despatched for the above ports TO-MORROW, the 29th inst. at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & CO.,
Agents.
Hongkong, 24th November, 1900. [2951]

FOR SHANGHAI.

THE Steamship
"LYEEMOON,"
Captain G. Heuermann, will be despatched for the above port TO-MORROW, the 29th inst. at 4 P.M.
This Steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 27th November, 1900. [2952]

LOADING ON THE BERTH.

FOR PORTLAND, OREGON via JAPAN.
Booking Cargo for OVERLAND PORTS.
THE First Class Twin Screw Steamer.

THE Steamship
"MILOS,"
will be despatched on or about 30th inst.
For Freight, apply to
T. M. STEVENS & CO.,
Agents.
Hongkong, 22nd November, 1900. [2831]

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION COMPANY.

PROPOSED SAILING FROM
HONGKONG TO PORTLAND (OR.)
AND SAN FRANCISCO,
via INLAND SEA OF JAPAN, KOBE
AND YOKOHAMA.
TAKING CARGO TO JAPAN PORTS,
THE UNITED STATES, AND
CANADA.

THE Steamship
"EVA,"
2,083 Tons, Captain Petersen.

This Steamship will be despatched on or about 1st December for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any point in the United States and Canada.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Undersigned until the same time. All Parcels should be marked to address in full.
Value of same is required.
Consular Invoices, to accompany cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).
For further information as to Freight rates, &c., apply to

ARNHOLD, KARBBERG & CO.,
Agents.
Hongkong, 24th November, 1900. [2953]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAMU MARU,"
Captain K. Hasegawa, will be despatched for the above ports on SUNDAY, the 2nd December, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 26th November, 1900. [15]

FOR NEW YORK.

THE 33 L. II British Bark
"E. MORROW,"

Shortly expected from MANILA, will load here for the above port and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBBERG & CO.,
Agents.
Hongkong, 13th November, 1900. [2883]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON	CANTON	NOON, 30th Nov.	Freight or Passage.
SHANGHAI AND JAPAN	JAPAN	About 4th Dec.	Freight or Passage.
LONDON, &c.	SOBRAON	NOON, 8th Dec.	See Special Advertisement.
SHANGHAI	BENGAL	About 8th Dec.	Freight or Passage.

PASSENGER SEASON, 1901.

s.s. PLASSY ... 7,240 tons ... March 30th ... MARSEILLES AND LONDON DIRECT.
s.s. SOBBAON ... 7,382 tons ... April 27th ... Without Transhipment.

For Further Particulars, apply to

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 23rd November, 1900.

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD

(FREIGHT SERVICE).

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA Capt. A. Wagner	{ HAVRE & HAMBURG (London with transhipment in Hamburg)	{ About 8th December. Freight.
ARAGONIA Capt. Forst	{ HAVRE & HAMBURG (London with transhipment in Hamburg)	{ About 20th December. Freight.
WITTENBERG Capt. Hempel	{ HAVRE & HAMBURG (London with transhipment in Hamburg)	{ About 30th December. Freight.
SAMBIA Capt. Schmidt	{ HAVRE & HAMBURG (London with transhipment in Hamburg)	{ About 8th Jan. 1901. Freight.
HOLSATIA Capt. Bakke	{ HAVRE & HAMBURG (London with transhipment in Hamburg)	{ About 20th Jan. 1901. Freight.

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.
Taking Cargo at London Rates.
THE Company's Steamship

"PYRRHUS."
Captain Tilletson, will be despatched as above on SATURDAY, the 1st December.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th November, 1900. [2776]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSHALLS, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

ALSO, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 3rd December, 1900, at 1 P.M., the Company's Steamship "ANNAM," Captain Poydenot, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamship connects at COLOMBO with the "Australasian," which vessel takes on her Passengers and Mails, leaving that port on the 15th December direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 2nd December. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 20th November, 1900. [12]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"SUNGKIANG."
Captain Moore, will be despatched on MONDAY, the 3rd December, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th November, 1900. [2088]

U.S. MAIL-LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at Noon.

CHINA (via Shanghai, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 22, at Noon.

Yama and Honolulu TUESDAY, Jan. 22, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 4th December, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th November, 1900. [4]

GLEN LINE OF STEAMERS.

FOR NEW YORK.

"GLENARTNEY."
Captain E. G. Warner, will be despatched for the above port on WEDNESDAY, the 12th December.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 21st November, 1900. [2940]

OCEAN STEAMSHIP COMPANY.

FOR LONDON (via SUEZ CANAL).

"ACHILLES."
Captain Brown, will be despatched as above on TUESDAY, the 25th December.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th November, 1900. [2902]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers of the Crews of the following Vessels during their stay in Hongkong Harbour:

STATE OF MAINE, American ship, Colcord—Standard Oil Co.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 9th November, 1900. [3]

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, NAGASAKI, KOBÉ AND YOKOHAMA.

THE Company's Steamship

"OCEANIC."
with the outward French Mail, left Singapore on Sunday, the 25th instant, at 6 P.M., and will leave for the above ports on or about SUNDAY, the 2nd December, 1900.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 26th November, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.

FOR WEI-HAI-WEI.

"TAIYUAN."
Captain Nelson, will be despatched as above on TUESDAY, the 4th December, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st November, 1900. [2042]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

"AKASHI MARU."
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 5th December.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 22nd November, 1900. [2524]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GAELIC (via Shanghai, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, at Noon.

Doric (via Shanghai, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, at Noon.

Coptic (via Shanghai, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 29, at Noon.

THE Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 11th December, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th November, 1900. [4]

GLEN LINE OF STEAMERS.

FOR NEW YORK.

"GLENARTNEY."
Captain E. G. Warner, will be despatched for the above port on WEDNESDAY, the 12th December.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 21st November, 1900. [2940]

OCEAN STEAMSHIP COMPANY.

FOR LONDON (via SUEZ CANAL).

"ACHILLES."
Captain Brown, will be despatched as above on TUESDAY, the 25th December.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th November, 1900. [2902]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers of the Crews of the following Vessels during their stay in Hongkong Harbour:

STATE OF MAINE, American ship, Colcord—Standard Oil Co.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 9th November, 1900. [3]

VESSELS ON THE BERTH.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Company's accelerated line to Trieste.)

THE Company's Steamship

"MARIA TERESA."
Captain T. Raskevich, will be despatched as above on THURSDAY, the 6th December, P.M.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 16th November, 1900. [6]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"SOBRON."
Captain L. M. Wilmor, R.N.R., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 8th December, at Noon, taking passengers and cargo for the above ports.

Silk and Valables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles, and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 26th November, 1900. [1]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLEISLE CITY" On 10th Dec. 3,002 Tons.

S.S. "KVARNEN" On 12th Dec. 2,469 Tons.

THE Steamship "CARLEISLE CITY" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on MONDAY, the 10th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 3 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th November, 1900. [14]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"CHINGTU."
Captain Williams, will be despatched as above on MONDAY, the 10th December, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd November, 1900. [2953]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU."
Captain Williams, will be despatched as above on MONDAY, the 10th December, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd November, 1900. [2953]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

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For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd November, 1900. [2953]

CHINA NAVIGATION COMPANY, LIMITED.

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Hongkong, 22nd November, 1900. [2953]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU."
Captain Williams, will be despatched as above on MONDAY, the 10th December, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. The First-class Saloon is situated forward of the Engines.

VESSELS ON THE BERTH.

NORDDEUTSCHER LLOYD.

FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDRICH-WILHELMSHAFEN, PINSCHAFEN, HERMANN-ROSE, TOWNSVILLE, ROCKHAMPTON, BRISBANE and SYDNEY.

Taking Cargo at through rates to MELBOURNE, ADELAIDE, NEWCASTLE, FREMANTLE, AUCKLAND, WELLINGTON, GISBORNE, NAPIER, WANGANUI, DUNEDIN and HOBART.

THE Company's Steamship

"MÜNCHEN."
Captain Krebs, will leave for the above ports on or about 5th December.

For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 23rd November, 1900. [2906]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

HONGKONG 27th November.

STOCKS.	No. OF SHARES.	ISSUE VALUE.	PAID UP.	LAST DIVIDEND	CLOSING QUOTATIONS
BANKS.					
Hongkong and Shanghai Banking Corporation	86,000	\$125	\$125	30 th div. at 1/11 th d. = \$15.08 per share for last half year 1900	[sales 216 p. c. = \$520 London £57 10s.
Bank of China & Japan, Ltd.	190,875	28	24	None	41. 45 5s.
Do. Deferred	1,250	21	24	28 th Div for 1899	\$28, sales & buyers
National Bank of China, Ltd.	10,970 A 29,955 B	210	28	Not 11, 171 = \$1.36 for '98	\$20, buyers
Do. Founders' Shares	750 fdrs.	21	24	None	\$20.
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$50	40 p. ct. = \$20 for 1898	\$245, sellers
China Traders Ins. Co., Ltd.	24,000	\$83.33	\$25	10p. ct. for y. end. 30 40 [Int. T. 8.23 = £1.6at2 1/10 T. 8.82 = £1.6at2 1/10]	\$51, sellers
North China Ins. Co., Ltd.	5,000	\$100	255	\$6 = 80 p. ct. for 1897	£15 17s.
Yangtze Ins. Assocn., Ltd.	8,000	\$106	\$30	\$10 = 12 p. ct. for 1897	\$115, sellers
Marine Insurance Office, Ltd.	10,000	\$250	\$50	\$12 for 1899	\$130, buyers
China Insurance Co., Ltd.	30,000	\$100	\$20	5 per cent. for 1895.	\$1.

FIRE INSURANCE.					
Hongkong Fire Ins. Co. Ltd.	8,000	\$250	\$50	\$27 for 1898	\$295, sellers
China Fire Ins. Co. Ltd.	20,000	\$100	\$20	\$6 for 1898	\$76, sellers.
SHIPPING.					
Hongkong, Canton and Macao S. N. Co. Ltd.	50,000	\$15	\$15	{ \$1.20 for half year ended 30.6.1900. }	\$32, buyers
Indo-China S. N. Co. Ltd.	60,000	\$10	\$10	5 p.ct. & 2 p.ct. bonus for '09	\$35, sellers
China & Malacca S. S. Co., Ltd.	9,000	\$50	\$50	20 per cent. for 1899	\$45, sellers
China & Malacca S. S. Co., Ltd.	15,000	\$50	\$20		\$27½, sellers
Douglas Steamship Co. Ltd.	20,000	\$50	\$50	12 per cent. for year ending 30.6.1900	\$40, sellers
China Mutual S. N. Co., Limited, Preference	20,000	\$10	\$10	Int. of 3 per cent on a/c of 1900	\$103, sellers
Do. Ordinary	20,000	\$10	\$10	Int. of 5 per cent on a/c of 1900	\$103, sellers
Do. do.	20,000	\$10	\$5	a/c. of 1900	\$43, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	{ \$1.05 = 12 p. ct. for year ended 30.4.1900 }	\$18.
Shell Transport & Trading	9,000,000	\$1	\$1	Int. of 7 p. cent. on a/c. of 1900	\$41, sellers
				Int. of 5 p. cent. on a/c. of 1900	\$2 25, buyers

FIRE INSURANCE.					
Hongkong Fire Ins. Co. Ltd.	8,000	\$250	\$50	\$27 for 1898	\$295, sellers
China Fire Ins. Co. Ltd.	20,000	\$100	\$20	\$6 for 1898	\$76, sellers.
SHIPPING.					
Hongkong, Canton and Macao S. N. Co. Ltd.	50,000	\$15	\$15	{ \$1.20 for half year ended 30.6.1900. }	\$32, buyers
Indo-China S. N. Co. Ltd.	60,000	\$210	\$10	5 p.ct. & 2 p.ct. bonus for '09	\$36, sellers
China & Malacca S. S. Co., Ltd.	0,000	\$50	\$50		\$45, sellers
	15,000	\$50	\$20	20 per cent. for 1899	\$27½, sellers
Douglas Steamship Co. Ltd.	20,000	\$50	\$50	12 per cent. for year ending 30.6.1900	\$40, sellers
China Mutual S. N. Co., Limited, Preference	20,000	\$10	\$10	Int. of 3 per cent on a/c of 1900	\$103, sellers
Do. Ordinary	20,000	\$10	\$10	Int. of 5 per cent on a/c of 1900	\$103, sellers
Do. do.	20,000	\$10	\$5	a/c. of 1900	\$43, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	{ \$1.05 = 12 p. ct. for year ended 30.4.1900 }	\$18.
Shell Transport & Trading	9,000,000	\$1	\$1	Int. of 7 p. cent. on a/c. of 1900	\$41, sellers
				Int. of 5 p. cent. on a/c. of 1900	\$2 25, buyers

MERCHANT STEAMERS.

The N. Y. K. steamer *Maru* (Europe Line) left Kobe via Moji - for this port on 21st inst., and is expected to arrive here on 28th inst.

The N. G. L. steamer *Wittenberg*, from Hamburg, left Singapore for this port on the 2 inst., and may be expected here on or about 30th inst.

The P. & O. steamer *Japan* left Singapore for this port on the 27th inst., at 2 p.m.

The N. P. steamer *Duke of Fife* sailed for Tacoma for Japan and Hongkong on the 2 ult.

The N. P. steamer *Glenogle* sailed for Tacoma for Japan and Hongkong on the 1st ult.

The N. P. steamer *Queen Adelaide* sailed for Tacoma for Japan and Hongkong on the 1st inst.

The N. P. steamer *Victoria* sailed from Tacoma for Japan and Hongkong on the 21st inst.

STEAMERS PASSED THE CANAL.
 OUTWARD.—2d October.—*Banco*, Brinkb.
Emilia, 5th October.—*Anagar*, Vienna.
 October.—*Solo*, 18th October.—*Ericks*,
 19th October.—*Strathall*, 20th October.—
 October.—*Nordling*, 20th October.—*Rho-*
los, Pairie, 2d November.—*Pinguary*,
datus, Oceanline, 8th November.—*Or-*
Polmnia, Nairnshire, *Riverdale*, 9th
 vember.—*Izion*, *Wakana* Maru.
 November.—*Malacca*, *Clio*, *Prime* Har-
Odessa, *Sambila*, 10th November.—
 nia, *H. H. Meyer*, *Weston*, 13th Novem-
 ber.—*Abalos*, *Sargapods*, *Melbourne*, *Fre-*
 23d November.—*Dermatad*, *Kanai-*
Maru, *Ollenburg*.
 HOMEWARD.—2d November.—*Hutlos*, 6th
 vember.—*Indus*, 16th November.—*C-*
 20th November.—*Patroclus*, *Candia*, *T-*
 Maru. 23rd November.—*Asturia*, *Al-*
Maria de *Larrazago*.

PASSENGERS.
DEPARTED.

Per Yuenmang, for Manila, Dr. J. S. Messers, F. Wilson, H. H. Haas, W. B. A. G. Ramandeds, D. Ramandeds, David Ramandeds, S. S. Phillips, Miss Harriet Lourey, Miss Schervwill, Mr. and Mrs. Santos Meneses, Mrs. Petrona Aquino and infant, Mr. and Mrs. Hori Katsukichi, Messrs. C. S. Tomas and de los Reyes.

NOTICE.

THE "BOA VISTA" HOTEL have appointed AGENTS for the *Hong Daily Press*, *Hongkong Weekly Press*, and *Chronicle and Directory for China*, &c., at Macao, and they are authorized to collect all accounts due to the *Daily Office* on and after this date.

A. CUNNINGHAM,
Manager.

Hongkong, 4th October, 1903.

WILLIAM MACLEOD, D.D.S.
DENTIST.
BRACONSFIELD ARCADE.
Hongkong, 10th November, 1900.

AMERICAN SYSTEM

DENTISTRY
OF
AT
No. 39, QUEEN'S ROAD CENTRAL
CHADWICK KEW
(LATE OF POATE & NOBLE)
Hongkong, 15th September, 1899.

CARBOLINUM-AVENARIUS
USED FOR OVER TWENTY YEARS

Thoroughly reliable preservative for
and Stone against White Ants, Decay,
Rot, and Dampness.

Sole Agents for China
LUTGENS, EINSTLMANN &
Hongkong, 31st August, 1897.

NOBEL'S SPORTING BALLISTITE.
 Absolutely Smokeless and Water-resisting
 THE BEST NITRO-POWDER IN THE WORLD.
 PRICE OF 12-BORED CARTRIDGES:—
 Loaded with. With Powder—
 Powder only, and 1 oz. of Shot.

Primrose Cases ..	\$5.65	\$7.40
Pegamoid Cases ..	6.25	8.00
Ejector Brass Cases.	6.90	8.65

5 per cent. discount on orders of 1,000 and over.
 Apply to
WM. SCHMIDT & CO.,
 Gunmakers,

57 & 59, QUEEN'S ROAD, CENTRAL,
WHOLESALE AND RETAIL
IMPORTERS AND EXPORTERS,
Have for Sale,
INDIAN, Chinese and Japanese Silk Goods
for Ladies and Gentlemen, and other Articles
Oriental Embroidery, Rugs and Carpet
Jewelry, Cashmere Shawls, Ivory, Sandalwood
and Tortoiseshell Wares, Curiosities and Fancy
Goods.
INSPECTION IS SOLICITED.
Hongkong, 8th November, 1900. [27]

E **INQUIRE** where your **FRESH WATER** is obtained by the Water Boats, as **POUR** **WATER** is the cause of much Sickness on board Ship.

We are the **ONLY WATER BOAT COMPANY** in **HONGKONG EXCLUSIVELY** supplying **FILTERED WATER.**

CALL FLAG W.
J. W. KEW & CO.,
STEAM WATER BOAT COMPANY,
Canton, October, 1935. 1716

has always on hand
LARGE STOCKS EVERY DESCRIPTION OF COAL
Address—Care of Messrs. KWONG SANG & CO
No. 144, DES VŒUX ROAD.

CARMICHAEL & BARLOW
CONSULTING ENGINEERS, SURVEYORS, AND
CONTRACTORS,
QUEEN'S BUILDINGS.

CHRONICLE AND DIRECTORY
FOR
CHINA, JAPAN, COREA, INDO-CHINA
SIAM, STRAITS SETTLEMENTS,
MALAY STATES, NETHER-
LANDS INDIA, PHILIP-
PINES, BOBNEO, &c.
FOR
1900
THE THIRTY-EIGHTH ANNUAL ISSUE.

light draught vessels a speciality. Contract for the supply and erecting of any type machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams, "CELESTE." Hongkong. Telephone, 232.
H. F. CARMICHAEL,
B. J. BARLOW.
Hongkong, 1st June, 1899.



BRAND

Milk

Guaranteed

Full Cream.

Largest Sale in the World.

CHINA COAST METEOROLOGICAL
REGISTER. 26th NOVEMBER, P.M.

STATION.	Hour.	Baromet. red. to sea level and 32° Fahr.	Thermom. tempere- ture.	Humidity.	Direction of Wind.	Wind Force.	Weather.
Vdivostock	2 p.	30.13	35		SE	4	—
Tokyo	"	30.22			E	1	2
Kooni	"	30.27			NW	1	—
Nagasaki	"	30.27			W	2	3
Kagoshima	"	30.23			E	2	4
Tanuku	1 p.	30.16			N	4	—
Taichu	"	30.08			E	4	—
Tainan	"	—			—	—	—
Koshu	"	—			—	—	—
Pescadores	"	—			—	—	—
Gutzlaff	3 p.	—			—	—	—
Sharp Peak	"	30.16	61	73	E	3	4
Amoy	"	30.05	73	68	NW	1	—
Swayow	"	30.12	70	63	—	0	1
Canton	"	30.28	77	63	E	1	—
Hongkong	4 p.	30.08	69	76	E	2	4
Victoria Peak	"	—	—	—	—	—	—
Gap Rock	"	30.03	—	—	NW	5	—
Macao	"	30.06	71	—	NW	1	—
Hainphong	1 p.	—	—	—	—	—	—
Manila	4 p.	29.84	84	71	NW	1	—
Malate	3 p.	—	—	—	W	—	—
Bacolod	"	—	—	—	W	—	—
Aloiti	"	29.77	86	—	N	2	—
Cebu	"	29.83	84	—	NW	3	—
C. S. James	"	—	—	—	NE	6	—
27th NOVEMBER, A.M.							
Vdivostock	7 a.	30.31	23	94	—	0	—
Tokyo	10 a.	—	—	—	—	—	—
Kooni	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Tanuku	5 a.	30.16	—	—	E	0	—
Taichu	"	30.10	—	—	N	4	—
Tainan	"	30.02	—	—	N	2	—
Koshu	"	30.10	—	—	N	2	—
Pescadores	"	—	—	—	—	—	—
Gutzlaff	6 a.	30.28	58	100	—	4	—
Sharp Peak	"	30.11	64	80	NW	1	—
Amoy	"	30.11	83	79	NW	1	—
Swayow	"	—	—	—	—	—	—
Canton	"	—	—	—	—	—	—
Hongkong	10 a.	30.00	89	77	E	4	—
Victoria Peak	"	—	—	—	—	—	—
Gap Rock	"	30.03	—	—	NW	5	—
Macao	"	30.10	75	—	NW	1	—
Manila	7 a.	29.82	86	65	NW	1	—
Malate	10 a.	29.82	86	65	NW	1	—
Bacolod	8 a.	—	—	—	NW	2	—
Aloiti	"	29.55	83	—	NW	2	—
Cebu	"	29.59	85	—	NW	3	—
C. S. James	7 a.	—	—	—	NE	3	—

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Mr. and Mrs. F. V.
and four children
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Mrs. Wain
Mr. & Mrs. W. W. Wiley
Mr. W. J. G. Whig
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Mr. R. Mitchell
Major & Mrs. Morris
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Mr. Basil W. Nutt
Mr. E. E. Oakley

	Previous day 6 a.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.05	30.05	29.95
Temperature	69	69	70
Humidity	75	77	78
Force	0	0	0
Direction of wind	W	E	E
Force of wind	0	0	0
Weather	C	C	C
Sea			

Highest open air temperature on the 29th
 Lowest open air temperature on the 29th

Hongkong Observatory, 27th November

MESSRS. FARQUHAR, CO.'S BAROMETER, 27th Nov
 Barometer 6 A.M., 30.05 Therm., 9 A.M., (Wet bulb
 Barometer 1 P.M., 29.95 Therm., 1 P.M., (Wet bulb
 Barometer 4 P.M., 29.95 Therm., 4 P.M., (Wet bulb
 Thermom., 9 A.M., 71 Therm., Maximum of
 Thermom., 1 P.M., 71 Therm., Maximum of
 Thermom., 4 P.M., 71 night

25th November to the 2nd December.									
Hong Kong.					Low Water.				
Linn. Warner.					Low Water.				
Day of Week.	Wind.	Bar.	Therm. at Noon.	Height of Tide.	Day of Week.	Wind.	Bar.	Therm. at Noon.	Height of Tide.
Wed.	SE	30	h. 33.3	1.1	Thurs.	SE	30	h. 33.3	1.1
Thurs.	SE	29	33.3	1.1	Fri.	SE	29	33.3	1.1
Fri.	SE	29	33.3	1.1	Sat.	SE	29	33.3	1.1
Sat.	SE	29	33.3	1.1	Sun.	SE	29	33.3	1.1
Sun.	SE	29	33.3	1.1	Mon.	SE	29	33.3	1.1
Mon.	SE	29	33.3	1.1	Tues.	SE	29	33.3	1.1
Tues.	SE	29	33.3	1.1					

ON SALE.

**"MOUNTINGS OF THE NA
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Being a Lecture by
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